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E. K. KANE.

Elisha Kent Kane is dead! That delicate but manly frame, which had passed through greater vicissitudes of heat and cold, of labor, privation and peril, than perhaps any other of the present generation, has at length succumbed to its toils and is at rest.

It is a national loss. From every quarter of the Union the journals come to us laden with the spontaneous tribute of a nation's grief. It is not as the mourning for one high in office. It is not as when a President dies, or a renowned military chieftain, who are measured in the public estimation by the greatness of the *place* they had occupied in the eyes of mankind. Dr. Kane is lamented for his own sake. We feel bereaved in his death. The virtues, the talents, and the heroism which reached their culmination at so early an age had become the property of the nation, and we all felt something of a proprietary right in them. Nay he had displayed so much that was noble and generous, so much, to use one of his own characteristic expressions, of the "heart-full," that he seemed to us a brother; and though personally strangers to him and his, we feel an impulse to blend in that grief smitten circle which gathers

round his grave, and mingle with them a brother's tears.

It is not our purpose to write his eulogy. This has already been done by many abler pens than ours. But Dr. Kane was a *SAILOR*; and we desire to derive from the recorded history of his romantic life, that which may instruct as well as interest his fellow sailors. Particularly it is our wish to show the predominance of principle, may we not say *Christian* principle in his character and conduct. His lately published "*Arctic Explorations*," has been noticed in all our principal reviews and papers, with uniform admiration, alike of the book, and the adventures which it records. But we do not remember to have seen, any exhibition of the religious element pervading them. What Dr. K's religious *professions* were we know not, or whether he was a member of any Christian church. We have been struck however with the manifestations, all the more impressive because informal and apparently casual, of a deep and practical religiousness pervading both the book and the man. We think we see in him that element of true greatness, a devout recognition of God and of his will, and a profound faith in his providential care;—the greatness of one who was not ashamed to give re-

ligion its appropriate place in those arrangements under which an Expedition, at least as hazardous, as any other recorded in history, was to be conducted.

RULES OF THE EXPEDITION.

We open the first of these beautifully illustrated volumes and read of the organization and plan of operations of the party. Here are the "regulations" which are to guide the Expedition. We confess some curiosity to see what they are. The men are seventeen in number, all told. They are going in a little brig, fitted for the purpose, beyond the boundaries of the habitable world, among hardships and dangers of the most appalling character. Their success, nay their very lives will depend on the rules of conduct they may adopt. How carefully then may we expect those rules to be framed. The experience of all preceding Arctic navigators, the choicest of all nautical maxims, will be combined to form a code adapted as far as possible for every emergency and impart the greatest possible efficiency and safety. Let us see now what it is:

"We did not sail under the rules that govern nautical ships, but we had our own regulations well considered and announced before hand, and rigidly adhered to afterwards through all the vicissitudes of the Expedition. These included,—first, absolute subordination to the officer in command or his delegate; second, abstinence from all intoxicating liquors, except when dispensed by special order; third the habitual disuse of profane language. We had no other laws."

And these were enough. Obedience, temperance, and the fear of God,—honestly embraced and conscientiously carried out—what more was needed? We commend the inquiry to those who think the sailor can not do without his grog, and that oaths are necessary to enforce the discipline of a ship.

We know of nothing save the golden rule of our Saviour more beautifully comprehensive than this code, or presenting a truer specimen of the moral sublime.

DAILY RELIGIOUS SERVICES.

Religion had a recognized place in the routine of each day. No matter how pressing the haste, how urgent the necessity, the daily devotion must never be forgotten or omitted. The fact is scarcely mentioned in form, but only incidentally. Upon the approach of their second winter in the ice, when they first began to feel assured of the impossibility of escape that season, we find Dr. K. carefully reviewing their daily routine of duties, and adapting it anew to the fearful circumstances in which they were placed.

"It was my first definite resolve that come what might, our organization and its routine of observances should be adhered to strictly. Nothing depresses and demoralizes so much as a surrender of the approved and habitual forms of life. I resolved that every thing should go on as it had done. The arrangement of hours, the distribution and details of duty, the *religious exercises*, the ceremonials of the table, the fires, the lights, the watch, even the labors of the observatory and the notation of the tides and the sky—nothing should be intermitted that had contributed to make up the day."

So again when after the second dreary winter was passed, and they were about to abandon the brig, and set forth on their perilous journey by boat and sledge of near a thousand miles to the Greenland settlements, we find him preparing for the journey thus:

"The routine I established was the most precise;—*daily prayers, both morning and evening*, all hands gathering round in a circle, and standing uncovered during the short services, regulated hours," &c.

And these regulations were carried

out with the most rigid exactness. Amid the hurry of travel, in storm and cold—the thermometer often indicating 60 or 70 degrees *below zero*, and when nearly every man was prostrated with sickness, their daily recognition of God, and supplication for his blessing was not omitted. In a playful sketch, which we can not read but with tears, of the day's occupation, when the little cabin is literally a hospital of scurvy smitten and frosted men, three only being able to crawl from their bunks to minister to the rest, we read :

"We are all standing ; a momentary hush is made among the sick, and the daily prayer comes with one heart. "Accept our gratitude and restore us to our home. The act of devotion over we sit down, and look,—not at the breakfast but at each other."

THE SABBATH.

The Sabbath, when practicable, was made a day of rest. The Word of God was read in connection with the morning and evening prayer, and many a sacred hour devoted to meditation.

"Sep. 11. Sunday—To day came to us the first quiet Sunday of harbor life. We had our accustomed morning and evening prayers, and the day went by full of sober thought, and I trust, wise resolve."

"Sunday—Writing by this miserable flicker of my pork-fat lamp, I can hardly steady pen, paper, or thought. All hands have rested after a heavy week's work, which has advanced us nobly in our preparations for the winter. Just as we were *finishing our chapter* this morning in the 'Book of Ruth,' McGary and Morton came in triumphantly," &c.

We are well aware that the formality of daily prayers and Sabbath rest, is no decisive proof of the practical power of religion upon the men themselves. Religious forms prescribed in the public service, may be observed by a commander, as a part of the routine of official duty, and from no

higher consideration. But we are sure that no one can read these volumes without feeling that they were something more than forms in this instance. The daily experiences of the little party furnished material for filling out the forms, so to speak, with a true and sincere worship, now of earnest supplication for help, now of heartfelt gratitude for deliverance, ever of dependence, and trust and hope. And that such was the real spirit of the party, especially of their gallant commander is evidenced by numerous passages scattered throughout the work.

PREVALENT RELIGIOUS SPIRIT.

A tone of *religious seriousness* pervades the entire narrative. Not that it is not often lively and even humorous. There are sketches which show as keen a preception of the ludicrous, and grotesque, as can any where be found, with a most delicate tact for describing them, yet never in all the work, is there an improper expression, never one that even borders on profanity or indelicacy. With a singular chasteness of style, even when the sublimities of nature around him might tempt rhetorical display, there is also every where a like chasteness of thought and feeling, a feminine *purity* which invests the narrative with a rare attractiveness and grace.

VIEWS OF MISSIONARY OPERATIONS.

The feelings with which travelers come in contact with Christian missions abroad, give often significant indications of their own character. The author of "Typee" found little or nothing in the wondrous achievements of the gospel in the Pacific Islands, to admire or approve. The courage, faith, and patience with which the work had been carried on, the signal success which was achieved, the beneficent results to the people, in raising them in a single 25 years from

the most abject barbarism, to the rank and many of the arts and refinements of Christian nations, awakened in him no response of delight. The Pacific indeed is no longer quite the paradise of sensualists it once was. Bad men begin to find some restraints upon their vices, of law and public opinion, which they not unnaturally suspect have originated in the influence of the missionaries. Therefore disappointment and petulance dim in them all perception of the beneficence of the work which has wrought the change, and they proclaim oracularly to the world, missions are a failure!

We were struck with the contrast to all this, as we read the account of Dr. Kane's visit to the scene of the Moravian Missions on the Greenland coast.

"While we were beating out of the fiord of Fiskernaes, I had an opportunity of visiting Lichtenfels, the ancient seat of the Greenland congregations, and one of the three Moravian settlements. I had read much of the history of its founders, and it was with feelings almost of devotion, that I drew near the scene their labors had consecrated."

"Its kind hearted inmates were not without intelligence and education. In spite of the formal cut of their dress, and something of the stiffness that belongs to a protracted solitary life, it was impossible not to recognise in their demeanor and course of thought, the liberal spirit that has always characterized their church. Two of their "children," they said, had "gone to God" last year, with the scurvy; yet they hesitated at receiving a scanty supply of potatoes as a present from our store."

CONSCIENTIOUSNESS.

We discern here and there in the narrative evidence of a high *conscientiousness*. Dr. K. is considering whether he shall not attempt a journey Southward, in hope of procuring supplies for his party, in order to enable

them to spend a second winter in the ice; but it is a hazardous undertaking. Has he a right to require his men to expose their lives with him in attempting it? "I should have been glad," he says, "for some reasons, if the command could have been delegated to a subordinate; but I feel that I have no right to devolve this risk upon another."

He made the attempt but failed. It was necessary then to decide whether they should not leave the vessel altogether, and set forth at once upon their return. Here arose a still more complicated question of duty.

"For myself, personally, it is a simple duty of honor to remain by the brig. I could not think of leaving her till I had proved the effect of the later tides, and after that, as I have known all along it would be too late. Come what may, I share her fortunes. But it is a different thing with my associates; I cannot expect them to adopt my impulses, and I am by no means sure that I ought to hold them bound by my conclusions. Have I the *moral right*? for as to nautical rules they do not fit the circumstances."

The *moral right*! Beautiful recognition of "the higher law" in most trying circumstances. He dare not decide the question alone. He will leave it to his men themselves. The inquiry is laid before them, the facts pro and con carefully stated, and they shall determine whether to go or stay with their commander. Eight resolve to stay, the others to depart. He receives the decision of the latter kindly, divides to them their portion of his scanty resources, "justly and even liberally," and gives them a written assurance of a brother's welcome, should they be driven back, an assurance which was afterwards most nobly redeemed.

The same kindly and conscientious regard for his men was manifested throughout. He often consulted their

opinions in trying emergencies; he is careful to give them credit for every meritorious action, modestly ascribing often to their energy, what evidently was chiefly owing to himself. One of them basely deserts him and escapes to a distant Esquimaux village, necessitating a long and perilous journey in the intense cold to recover him, but scarcely a word of reproach is recorded. The heroism which triumphs over the utmost power of the elements, of storm, and darkness, and eternal ice, achieves a still sublimer triumph within, a victory over himself!

DISCERNMENT OF GOD'S HAND IN NATURE.

Dr. Kane was a true poet. He had that power to discern the elements of poetic interest amid the sublime scenes around him, and that tact in giving to them expression which genius alone inspires. Many passages of the narrative, in every thing but rhyme and measure, are poetry of a high order. But he was also more than a mere poet. He saw not only nature, in wondrous robes of beauty and sublimity, but he saw the God of nature more glorious than all. A single passage will suffice to illustrate both.

"The intense beauty of the Arctic firmament can hardly be imagined. It looked close above our heads, with its stars magnified in glory, and the very planets twinkling so much as to baffle the observations of our astronomer. I am afraid to speak of some of these night scenes. I have trodden the deck and the floes, when the life of earth seemed suspended, its movements, its sounds, its coloring, its companionships; and as I looked on its radiant hemisphere, circling above me as if rendering worship to the unseen Center of light, I have ejaculated in humility of spirit, "Lord, what is man that Thou are mindful of him?" And then I have thought of the kindly world we had left, with its revolving sunshine and shadow; and the other

stars that gladden it in their changes, and the hearts that warmed to us there; till I lost myself in memories of those who are not, and these bore me back to the stars again."

DEPENDENCE UPON GOD.

Nor was this a mere intellectual recognition of the Creator, much less an empty sentimentalism employed for the rounding of a period. He cherished a practical dependence upon God. The daily devotions which he maintained evince it, as do also many direct allusions to the same effect.

"If by the blessing of God it (a journey to the Esquimaux huts for food) should prove successful, the result will secure the safety of all hands."

"Of we three *God-supported men*, each has his own heavy load of scurvy."

"I was borne up wonderfully. I never doubted for an instant that the same Providence which had guarded us through the long darkness of winter, was still watching over us for good, and that it was in reserve for us, for some,—I dared not hope for all, to bear back the tidings of our rescue to a Christian land, but how I did not see."

"I never lost my hope. I looked to the coming Spring as full of responsibilities, but I had bodily strength and moral tone enough to look through them to the end. A trust based on experience, as well as on promises, buoyed me up at the worst of times. Call it fatalism, as you ignorantly may, there is that in the story of every eventful life which teaches the inefficiency of human means, and the present control of a Supreme Agency. See how often relief has come, at the moment of extremity, in forms strangely unsought, almost at the time unwelcome; see still more how the back has been strengthened to its increasing burden, and the heart cheered by some conscious influence of an unseen Power."

GRATITUDE.

And these mercies of heaven were acknowledged with oft repeated and earnest expressions of gratitude. They seem to spring forth spontaneously, as

if they were the familiar language of one habituated to praise.

"Never did heart-trying men acknowledge with more gratitude their merciful deliverance."

"It is with real gratitude that I look back upon my escape, and bless the great presiding Goodness for the very many resources which remain to us."

"I close my pilgrim-experience of the year with devout gratitude for the blessings it has registered, and an earnest faith in the support it pledges for the times to come."

On reaching his home in Philadelphia, we learn that he called on the pastor, under whose ministry his father's family worshiped, (Rev. Mr. Shields), and in heartfelt terms desired that public thanks might be offered to God for his wonderful escape.

LESSONS.

But we cannot linger further on this delightful book. Enough has been said to accomplish our purpose in exhibiting the religious element pervading it. Enough too, to show what it was that supported the gallant band, amid the unparalleled perils and sufferings of the expedition. We say it distinctly, that had it not been for the faith, the consolations, and the hopes which religion inspired we do not believe a man would have survived. It was not an unmeaning expression when he styles them "God-supported men." It is from within that man derives his power over the outer world, from the energies of an unfaltering spirit; the very aliment of which is a firm trust in God, a sense of his presence, a filial submission to his will.

Would that these beautiful lessons might be learned by all who sail on the deep. They are worthy to be studied alike in the fore-castle and in the cabin. Let our ships both mercantile and naval sail under the "regulations," which for two long dreary

years governed the "Advance," expelling the twin demons of intemperance and profanity; let there be the daily prayers and the Sabbath rest; a devout recognition of God's providence, and a trust in his care; and how would the service be elevated from its present degradation, and a new and blessed demonstration furnished of the truth long ago asserted by inspiration, that "*Godliness is profitable for all things having promise of the life that now is and of that which is to come.*"

We have seen no particular account of the last moments of Dr. K. We should be glad to learn whether the consolations which he had found so ample in his Arctic trials, were granted to him in the last conflict. As before said, we have no knowledge of his religious professions or character save what his books disclose, whether he received the distinctive truths of the gospel, and believed in the only Saviour of sinners. In the absence of all knowledge on this point, we content ourselves with the feeling that a spirit so noble, so devout, has gone to its rest, and is already worshipping enraptured before that Presence which was able to fill even the Arctic solitudes with gratitude and joy. I. P. W.

Since writing the above we have seen extracts from a letter of a lady now in Havana, who says, Dr. K.'s mother watched by him in his last hours, and that though he could neither speak nor move, and even his eyes were fixed, he recognized them all; that he evidently knew his brothers' voices; and she knew by the expression of his face when she read to him, which were his favorite Psalms and passages of Scripture; to the very last she thought him perfectly conscious of every thing that was going on around him. His end was peaceful.

H. M. S. "RESOLUTE."

"Ship ho! going free thro' the sleet and
roar,—

A sturdy broad-bowed craft,
With the English ensign at her fore,
And the stars and stripes abaft;
What ship! what ship?" cried the pilot's
crew,
As under her lee they shoot;
And the Captain hails from the fore-castle
rails,

"The good ship Resolute!"

"With never a trenail started,
A taunt from her keel to truck,
As when with her crew she parted,
While the great bergs strained her and
struck;
To bring a New Year's gift here
My country did depute."
O, a heartier cheer you shall never hear
Than theirs for the Resolute!

Twelve hundred miles she had drifted,
A year and four months through;
Wherever the wild wind shifted,
Wherever the currents drew.
But a touch she could feel was on the
wheel,
And by unseen mariners manned;
With her rigging good, still onward she
stood
Towards the rocks of the Labrador
land.

'Twas there that aboard a whaler,
Brave Hartstein saw her aground;
And like a daring sailor,
Sailed home in her safe and sound.
Then the Yankee riggers fitted her,
And the Yankee people paid
Two thousand score of dollars or more,
That the gift might be grandly made!

Then nine times nine for the Resolute!
'Tis a gift with a right good grace;—
In our Queen's "I thank you" shall be
heard

The thanks of the English race.
Long thus may the Eagle and Red Cross,
Together float and be furled;
Then, back to back, we'll dare, good lack,
The 'balance' of all the world!

—The Press, Dec. 20.

STARBOARD, LARBOARD, PORT.

The Venetians and Genoese were among the earliest European navigators, and formed during the middle ages, and even later, the most powerful maritime states. It is therefore extremely probable that the Italian language is that in which we are to

look for the origin of most of our nautical words of old standing. I have long supposed that the terms "star-board," "larboard," and "port," had an Italian origin. Thus we have "*questo bordo*," *this side* of the vessel, or the side on which the helmsman stood; "*quello bordo*," *that side*, or the one opposite to him; *bordo* being "*tutta quella parte del vascello che dai fianchi sta fuor dell'acqua*." These terms would naturally come to be abbreviated to '*sto bord*' '*lo bord*.'

Then again the master when directing the helmsman to put the tiller over to the larboard side of the vessel, or that opposite to him, would naturally indicate it by the word "*portare*," to carry, or push: "*porta el timone*," port your helm, as distinguished from "*tirare*" to pull.

In process of time, in order to obviate the risk of confusion between the sounds '*sto bord*, and '*lo bord*, inasmuch as parting the helm always indicated the larboard side of the vessel, the word *port* came to express it altogether.

It is a mistake to suppose, as Mr. Bosworth does that the Anglo-Saxon starboard is from *styr*, to steer.—
Notes and Queries.

For the Sailors Magazine.
THE THREE MATES.

It is interesting to notice the effect that the teaching of the gospel has upon our fellow men. The skepticisms and cavils of the unbelieving do not alter the divinely authenticated truth, that it always will be, to every one who hears it, either "the savour of life unto life," or of "death unto death."

The subjoined narrative shows the history of three individuals, all of whom were engaged in the same business, had equal privileges and opportunities, but arrived at far different results.

One of whom I will call A——, I first met as mate of a brig. He was then careless and reckless of all religious truth, and very profane. I supplied him with a Bible and tracts, explained to him the necessity of forsaking the evil ways of sin, and at once believing on the Lord Jesus Christ, the only Saviour; also of attending on the preached word and other means of grace.

The pastor of the Mariners' Church also spent much time and labor in inducing him to embrace the truth. At one time A—— was evidently under deep conviction; resolved to quit the sea, and try to get something to do on shore, alledging that he could not serve the Lord on the ocean. He was told that if he could not be a Christian on the sea, he could not on the land, and the result proved it to be so. He did not succeed in getting employment on shore, and instead of submitting himself to God's providence, he became discontented, morose, and profane, and settled down in open infidelity. He is now a subscriber to an infidel paper, and a regular attendant on the Sunday Institute.

I first met with B—— in the cabin of the brig of which he was mate. As he acknowledged himself to be impenitent, I spent nearly an hour in showing him his lost state by nature, unfolding the plan of salvation, and urging his immediate acceptance of it. He commenced that night to read the Bible, which I gave him, and to ask God to bless the sacred truths contained therein to his own soul. On his return from his next voyage he indulged a hope that his sins were forgiven. But events soon showed that it was a false hope. He began to neglect prayer, the reading of the Bible, and the Sanctuary, and finally gave away to open and undisguised profanity. When I last saw him, he was evidently in an unconverted state, but professed to be striving to amend his ways. He appears (as alas do many others) to desire to be saved not *from* but *in* his sins.

I first became acquainted with the third whom I will call C——, at the Sailors' Home. He was then a sailor before the mast, and addicted to most of the sins and follies of the unregenerate. I had several conversations with him on the subject of religion, while he was at the Home, and once took him to my own room, and plead with him to give his heart at once to Christ. He treated me respectfully, but frankly avowed his inability and disinclination to comply with my advice. He continued thus several years. Although a stranger in this country, he succeeded, by dint of industry and

perseverance in his business, in obtaining the position of first officer, which he now occupies. I have met him occasionally during all this time, and have always found him willing to distribute a few testaments and tracts among the crew, and to take a few Spanish and Portuguese testaments to give away.

During the last winter he was brought under conviction of sin, and found peace in believing at a protracted meeting connected with the Church of which his wife was a member. I met him before he sailed again, while his first love was in strong and lively exercise. After giving me an account of his conversion, and of his hopes and joys, and fears, he says, "I have resolved (God being my helper,) come what will, to be a Christian. I have counted the cost, and intend to try to let my light shine. I know that I shall have a hard road to travel, but believe that Jesus will help me." With these resolutions he started, and carried them with him during the whole of the voyage. The captain being a Catholic threw many obstacles in his way, and the crew for a while seemed to be disobedient. But as one of the crew told me afterwards, "he lived down all opposition. Before the voyage was ended, there was not a man on board of the vessel who would not have done anything for him, because they felt convinced that he was sincere in his profession of religion." C—— found, as every faithful Christian does that, "the secret of the Lord is with them that fear Him, and he will show them his covenant." He told me that he not only read the Bible and other good books, and held communion with God in prayer every day but that he often was down to his state room three or four times in the day, and earnestly sought for those supplies of grace and strength, which God has promised to every believing suppliant, and then went on deck invigorated to fight the Christian's battle again. I will only add, that C—— still finds that he can go to sea as first officer of any vessel and yet be a Christian.

We see from this narrative three things, that "the natural heart is enmity against God," that sinners may

be brought under conviction of sin, and even think that they are converted, and still remain in the bonds of iniquity and the gall of bitterness; and that the love, truth, and faithfulness of God support and carry on His work in the hearts of His own children, whilst trusting in Him and looking to Him in the use of the means of His own appointment. Let no one imagine that because God has cast his lot upon the ocean, he must give up all hopes of heaven; but repent at once his sins, believe on and love the Lord Jesus Christ, and then he will find that there are more for him than there are against him.

G.

BIBLE DISTRIBUTION AMONG SEAMEN.

From the Journal of Mr. J. S. Pierson, in the last Annual Report of N. Y. Bible Society.

"March—Nineteen vessels, bound on long voyages, have received supplies of Testaments (the Tract Society furnishing also a little library of religious books, and an assortment of tracts) for Sunday distribution among the crew when at sea. Among these are the ship Isaac Bell, bound to Bombay, the ships Young America, Cœur de Lion, and others, bound to San Francisco, and the Haidee, Kathay, and J. Godfrey, of Australia. These supplies are placed in the charge of the captain or mate, who is pledged for their distribution according to the printed directions labelled on each package; and long experience and close investigation enable me to say with confidence, that the proportion of cases where this promise is entirely neglected is small, perhaps not one in twenty. There is, of course, much difference in the pains taken to make the distribution effective, by giving out the tracts a few at a time, and a Testament just where most wanted; but that the supplies do in some fashion generally reach the hands for which they were intended, I have abundant evidence. The feeling among captains is generally one of approval, even where no very sanguine expectations are entertained of great results from the distribution; while many captains are as warmly interested in the work as the Society could

desire. On the ship North Wind, from Manilla, the second mate says that distributions were carefully made to a crew composed of various nations, Spaniards, Italians, Frenchmen, &c. 'The captain preached to all hands every Sunday: he can do that first-rate.' On two ships arriving last winter, the Samuel Russell, and the Flying Cloud, the supplies found the best of distributors in the captains' wives.

"From Captain Vanderhoeven, of the Dutch ship Van Bosse, I have a letter, dated 'St. Helena, December 1, 1855,' in which he speaks of having found abundant use for the supplies furnished him (for an emigrant voyage) on a voyage to Batavia and back, especially among a number of Dutch soldiers returning. He adds:

"Among the crew which I shipped in your port, there were Swedes, Danes, Norwegians, and Germans; and by your proper selection, I was enabled to give them all on Sundays some good reading in their own language. Two Portuguese among them read the Spanish books. One of them, I found, was in possession of a Portuguese Bible presented to him in New York, which he seemed to make a great deal of.

I am rejoiced, dear sir, to express my belief that also in this instance the great and noble object of the New York Bible Society has been promoted, and very happy to have been able to aid in that promotion."

"April 29th.—Received, to-day, a handsome and rather unusual acknowledgment of the acceptableness of our supplies, in a subscription list enclosing \$18, and headed, 'Donations to the New York Bible Society, from the officers and crew of the ship Wild Pigeon.' The list embraces thirteen names, besides that of Captain Hanson.

"The number of emigrant vessels supplied during the month with cheap Testaments, to give to the steerage passengers on the passage to this country (the Tract Society sending also tracts in assorted languages), is fifty-one.

"On the Liverpool packet —, the captain gives his emphatic testimony that the Irish Catholics on ship-board will take the Testament. 'The truth is, he said, 'they are often so

shy, because they are afraid of each other. I have been amused to see how decidedly and unanimously a whole circle would refuse the Testament, and shortly after some of these same individuals would come to me privately, asking copies. I have often seen young women, sitting apart with the book so muffled up in their aprons as not to be recognizable, reading it."

"Captain B., of the ship S., told me how a Belgian priest (one of three cabin passengers) tried to interfere with the distribution, on a voyage from Antwerp, and took forcibly a French Testament (the captain's gift) from a French lady in the cabin and tore it up. 'On her complaining,' said he, 'I sent for him, and soon made him understand that he was no longer in Belgium, but under the American flag, where liberty of conscience was protected; and finished by ordering him down to the steerage for three days, telling him also that if the offence was repeated, he should make the rest of the voyage in the hold, on bread and water."

"From a number of letters which I have from captains of emigrant ships, of similar purport, I quote one from Captain L., of the ship Elizabeth Hamilton, from Havre, who writes me in regard to his supply of Testaments and tracts, in German, French, and Italian:

"They were regularly distributed each Sabbath outward, and the first Sabbath after clearing the Channel. I wish you could have seen the anxious faces crowding round the cabin-door, when it was made known that there were Testaments, *in their own language*, for distribution. I am sure yourself, or any of your friends of the Bible and Tract cause, would have been amply repaid for all their efforts in its behalf, could they have witnessed the eagerness with which 'the Word was received and studied.'"

"May.—Received from excellent Captain Volkman, of the Bremen ship Helene, \$2 37, collected from emigrants, passengers on the late voyage from Bremen, in return for Testaments received. He is accustomed to make a collection of this kind every voyage.

"From Captain Lee also, of the ship Matilda, just in from Antwerp, I have

received a most encouraging testimony to the acceptableness of the Testament, &c., in the shape of a bag of coin—Belgian, French, Swiss and German—of more than one hundred pieces, gold, silver, and copper, of various denominations from a ten-franc piece down to that of one centime, amounting together to some \$18, which the captain brought up as a thank-offering from his passengers, for the Bible and Tract Societies jointly. Accompanying it was the subscription list, embracing ninety names, the captain's being at the head.

"On the Bremen bark J. Alhers, the mate says that everything was given. 'The passengers were greatly pleased with the books, and agreed to write the Society a letter of thanks. I gave them your address for the purpose.' Captain D., of the ship Henry Reed, from Antwerp, asserts his increased interest in these distributions, and hands me five dollars in aid of them.

"On one Liverpool packet (the ship Compromise) I hear of the emigrant supplies being made available, through two English clergymen, for distribution to British soldiers and sailors in the Crimea, the vessel having taken a government freight to Balaklava. On two other vessels, returning without emigrants by the northern passage, I hear of distributions made to fishermen from the several groups of islands, lying north of Scotland. 'While becalmed off the Faroe Islands,' says the captain of one of them, the ship George Hurlbut, a whale-boat came off, manned by a half dozen most pitiable objects. They were gaunt and miserably clad, and brought only a few eggs, which they begged me to buy and give them bread in exchange. Well, I did so; and the mate and sailors ransacked their chests and fitted them out with their old clothes. Finally, they asked for books. So we turned to and hunted up all the old books and tracts, &c., that we could find—the remains of your supply—and gave them about a peck. They were delighted, and said, 'this gift is better than all the rest.'"

"April.—One of the most interesting visits of the month was on board the Antwerp packet David Hoadley

whose commander, Captain M., (an elderly man of long experience in the passenger business, and now for some five years a co-operator in this work of Bible and tract distribution,) gave me, at length, his experience in regard to it, in words something like the following: "Do you ask me whether Catholics will take your books in good faith and read them? I wish you could be present some pleasant Sunday morning, when I give them out, and see for yourself. I first look around among the passengers to find the right person to help me; and that is easily ascertained by noticing who are the ones that bring out their Bibles and Prayer-Books to read. At first, when the passengers gather round the package, the idea is that they are for sale. There is, consequently, a little shyness; but as the books are examined, purses are drawn out here and there, and the question is, "How much money, Captain?" When I answer, "Nothing; these books are sent to you by good people in America; your friends," you ought to see the sensation, the expressions of wonder and delight, and the rush to get copies. It is hard work to make a decent distribution. That they should find, every man, something in his own language, surprises them. "How is this, Captain; are there Hollanders in America? Do the Americans speak German?" Then you will see them go forward with their prizes, and string themselves in groups along the sides of the vessel, and on the fore-castle, to read. And when they have been read, and re-read, and exchanged, those little books, believe me, are stowed away carefully in their chests, to be preserved as invaluable mementos of the kindness of friends, whom they had never seen, the first kindly greeting from the land towards which were turned all their thoughts and expectations. That this view of them gives them much of their value, is shown by what often happens, that those who have already their own German Bibles are as eager as the others. A young man will come and beg me for a Testament. "I gave one to your father," I reply: "that must do for your family." "But, Captain," the answer is, "my father is not me. I want one for myself, as a

keepsake." Do you think books taken in this way will be torn up? I assure you, I cannot recollect a case, where even a tract has been, to my knowledge, destroyed. 'I am sure,' continued the captain, 'New York shipping merchants ought to say nothing against your work, for they are directly benefited by the influence it has in keeping the passengers quiet. The captain of an emigrant ship has no easy work to keep in good humor four hundred persons, of all sorts crowded together, sea-sick, and without occupation. Here, then, come in the Testaments and tracts; they are something to employ them, and also to make them feel friendly toward the officers of the ship who give them. This last is a very important effect. At first they look upon us as acting selfishly, with no other object in carrying them over but to make money out of them. But this distribution is something of another sort. After that has been made, I can govern them without difficulty. They almost worship me. I am their friend. Anything I tell them they will believe. Sometimes word will be brought me that the passengers are fighting down between decks; or perhaps that there is a row between them and some of the crew; I have then only to go forward, and motion with my hands, and say, "Whist, whist," when they all stop, and the offenders slink off.' The captain says his complement is three hundred adults, and he asks for a much larger supply than last time. I have sent him fifty-five German, and ten French Testaments."

THE AMERICAN NAVY.

It appears from the *Navy Register*, a volume of 136 pages, just issued, that there are now upon the active service list 64 Captains, (when in command of squadrons to be denominated flag officers) 96 Commanders, 42 Surgeons, and 34 Purser, ranking with Commanders, 27 Surgeons, and 30 Purser ranking with Lieutenants, 311 Lieutenants, 43 Passed Assistant Surgeons, and 37 Assistant Surgeons, 24 Chaplains, 12 Professors of Mathematics, 24 Masters in the Line of Promotion,

and 24 Passed Midshipmen. There are 30 Midshipmen, arranged according to their merit as graduates of the Naval Academy—and there appears to be 145 now at school and on probation in Annapolis, divided into four classes. There are in the service 38 boatswains, 40 gunners, 48 carpenters, and 39 sailmakers. In the Engineer's Department there are 17 chief engineers, 24 first assistants, 20 second assistants, 35 third assistants.—in all 96. We have ten (permanent) navy agents within the United States, and one (temporary) at London—Baring Brothers & Co., and we have at home and abroad, 13 naval store keepers. We have eight naval constructors stationed at the several yards, a hemp agent in Kentucky, coal agents in Pennsylvania and Maryland, and agents for the preservation of live oak and other timber in Florida, Georgia, Louisiana and Mississippi. Within the past year there have been 71 resignations, 28 deaths, and 7 dismissals.

Our Navy appears to consist of 10 ships of the line, 13 frigates, 19 sloops-of-war, 3 brigs, 10 schooners, 7 screw steamers of the first class, 1 of the second class, 2 of the third class, 3 side-wheel steamers of the first class 1 side-wheel of the second class, 5 side-wheel of the third class, 3 steam-tenders and 5 store ships.

The Home Squadron is composed of the frigate Wabash and sloops Saratoga and Cyane; the Pacific Squadron of frigate Independence, sloops St. Mary's, John Adams, Decatur and steamer Massachusetts; the Mediterranean Squadron of steam frigate Susquehanna, frigate Congress, and sloop Constellation; the Brazil Squadron of frigate St. Lawrence and sloops Germantown and Falmouth; the African Squadron of sloops Jamestown and St. Louis and brig Dolphin; the East India Squadron of steam frigate San Jacinto and sloops Portsmouth and Levant. On the Lakes we have the little steamer Michigan, with the formidable armament of one gun! The steamer Merrimac seems to be on special service, and not of the Mediterranean Squadron. The store ship Supply is absent after *camels*, and the Release is absent after *sugar cane*.

On the reserved list there are 30

Captains, 30 Commanders; 63 Lieutenants, 17 Masters, and 2 Passed Midshipmen. Under the late law of Congress these may have an opportunity to appear before the Court, which will organize at Washington on the 20th, composed of Captains Lavallette, Stringham and McCluney, and show cause, if they can, why they should not have been removed from the active list by the late retiring Board.

"A DYING MOTHER'S COUNSEL."

The captain of a half brig was much gratified by receiving a bundle of religious reading. When I said, "Sir, you will find some tracts among it," "I am very glad of that, sir," was his remark. "'Twas a tract given me one Sunday morning just as I was going ashore, that make me glad of your present now; I was going any where but to Church, though I did go to Church that day, for the first time in a good many years." "What was the name of the tract, captain, do you remember?" "O, yes, it's only about two years ago, and I am sure I shall never forget it; 'twas 'A Dying Mother's Counsel to her only Son.' There's much in that tract just like what my mother said to me when dying, a good many years ago: 'Twas the title made me stop to read it at once, and as I read, it seemed as if it was my dear mother speaking to me; it seemed as if I heard my mother's voice; I felt so agitated I did not know what to do. The words in the tract, "But oh! how awful would it be, if this, like all my former warnings and advice should be disregarded by you, and serve to harden you in sin." "I say," continued the captain, "those words determined me to return to the vessel, for as I read I had walked a little way. I did so and after sitting for a minute or two in a confused state of mind, and hardly knowing what I did, I opened my chest and took out a Bible, given me by my mother many years back, but I had not opened it for a long time, and then not to read it. To my astonishment I opened it at the 1st chapter of Proverbs, and my eye fixed on the words, "But ye have set at nought all my counsel and would none of my re-

proof." "No, mother! no, mother! I wont any longer," I said aloud, as talking to her. I went out of the vessel again in deep agony of heart, and walked I know not whither. I was like a man in a dream. I went into some church, which I don't know where to find since; the minister had given out his text, but I soon knew what it was very well, for he repeated it so often and looked at me each time, "Why will ye die." After the service was over, I missed my way, as I suppose, for I had to inquire it to the ship; when I reached it the mate went away and I was left alone to grieve over my past folly and wickedness; I wept and felt there was no hope for me—I tried to pray, but felt as if I could not, yet I wished to pray, I am sure; I know I did and tried again—I felt some relief, for I now remembered how the minister had spoken of the love of Jesus Christ, and that if any poor sinner wanted to come to Him for salvation, he need not die eternally, for Jesus never refused any, and so I cried like Peter, when sinking, "Lord save me." I felt as it were the hand of Jesus, truly put forth. O how many comforting texts of Scripture came to my mind that I had heard my mother repeat. It seemed as if a beam of light from heaven broke in upon me, and peace and joy filled my soul. I have known much of the evil of my heart ever since, yet, by the grace of God I know there is a way of escape under every temptation and trial, and I am enabled to look to the "Rock that is higher than I." Our conversation was interrupted and I left, feeling

"Wonders of grace to God belong,
Repeat his mercies in your song."

The captain incidentally said that he had united with a Presbyterian Church about a year back.

JOSEPH HARRIS,

Missionary to Seamen.

A GOOD ANSWER.—'How do you know,' said an enlightened man to an ignorant savage of Asia, 'how do you know there is a God?' 'How do you know,' replied the savage, pointing to human footsteps near him, 'how do you know that men have passed this way?'

For the Sailors Magazine.

THE RELIGIOUS SHIP MASTER.

Our Saviour said to his disciples, "Ye are the salt of the Earth, but if the salt have lost its savour where-with shall it be salted"? I have often thought of this in connection with the duties of the religious Ship Master.

It has had, I trust, its influence in shaping my own course. I was reared in what would now be called a strict observance of the Sabbath, including so much of the preceding Saturday, as might be necessary to a due preparation therefor. Times have changed since, but my convictions, that Saturday eve belongs to the Sabbath, have not changed, nor shall I easily be convinced, that the good men of other days came to such a conclusion, and handed it down to us as a tradition of the Church, without good evidence of its propriety and sanctity. I am writing for the young men of the "HOPE" (one of whom is already a Master) who have known my rule of having the decks cleared and washed down on Saturday afternoon, preparatory to a still and quiet Sabbath morning.

There is something in beginning right. In religious duties and observances, as well as in the contrary course, "It is the first step which is most difficult." I do not mean that it is difficult to clean up and wash down Saturday afternoon, because most sailors are fond of doing so; but to let it be known that it is done out of regard to the Sabbath, might not be as well received, and yet it ought to be so known. Young men usually are very diffident about becoming the priests of their own households; and at sea, where they are mutual strangers to each other, it is still more difficult. But there should be no hesitation in the manifestation at least, of a religious character, and the day may be profitably spent with the Bible and other religious books and in the closet with a closed door. When you do appear before your men let it be with a sobriety becoming the day. For several years after I first took charge of a vessel, I was occasionally impressed with the conviction that it would be for my own happiness, and the happiness of my crew to have Sabbath worship; it was at length brought about

by a sad accident; a man lost overboard. It was the only man I lost in 30 years' commanding. It produced a seriousness among the men and obviated all my difficulties. From that time to this, *now nearly 30 years*, it has been my rule with slight exceptions.

But if Christians are to be the "light of the world," it must not be among our own men only that our christianity must be manifested. We need it at every turn. The address of an Apostle "I beseech you by the meekness and gentleness of Christ," is not an unapt sentiment for the shaping the character of a young Ship Master. Often, too often, alas! you will be thrown into the company of blustering sceptics and infidels. Some times it may be well, perhaps, to face them down in their falsehoods, but oftener will the manifestation above alluded to, silence if not overcome their unbelief and prejudices. A boisterous christian is a contradiction in terms. I recollect deeply touching the feelings of one who was declaiming against christianity and who had recently lost a very much loved companion, by asking him in manifest sympathy, if the hope of meeting again, which was truly, and only, the christian hope, would not be a source of pleasure to him. Such opportunity has often arisen in my travels, with those I have never since seen. The scoffers are not all dead yet, but there is no need of being ashamed of our principles, and though we may not cast our pearls before swine it may not be improper sometimes to drop a little of our food for them to chew upon.

I recollect sitting at a table once, where a party of four or five, out of thirty or forty present, were continually, for a number of days, belaboring christians and church-goers, as slanderers who are always talking about their neighbors, when an elderly gentleman remarked very quietly, "if none but church-goers talked about their neighbors, I think there would be less said than there now is." If a red hot shot had fallen upon the table, it could hardly have produced a greater sensation; but after a few severe remarks from the club, and seeing the elderly gentleman more disposed to grieve than reply; the conversation died away, and was ne-

ver afterwards renewed. I was always reminded in thinking about it, of the effect of our Saviour saying, "Let him who is without sin cast the first stone."

There is a majesty in Christianity of which none need be ashamed. Its arrows skilfully aimed, are effective. Much wisdom and prudence may be necessary in maintaining our post, but there is neither wisdom nor prudence in deserting it. Side thrusts may be parried, but direct blows, in the shape of temptations to sin, must be beat down at once. In the confidence that God is true, let "every man be a liar." Allow no man to disturb your faith in the Scriptures, and though your light be feeble, let it so shine, that some may see your good works and glorify your Father which is in Heaven. A city set on a hill cannot be hid, and it is not the nature of our profession to hide ourselves or our thoughts and principles.

I may say, now that I have probably left the sea, and may never resume it, that the religious Ship-Master is a man far above his estimate for good in the world. I have known, I might almost say hundreds of instances, where scepticism and infidelity were running rampant, when at the approach of a religious Captain they would hide their heads in very shame. He does not need to preach, indeed he seldom needs more than his every day character, and his silent disapproval, to gain the approval of their consciousness, and compel at least a tacit acknowledgment of the truth.

May God bless and inspire the religious Ship-Master, always to bear this testimony before the world, and that all those young men be truly such, is the daily prayer of

their friend,

N. B.

Marion, December 21, 1856.

Two old gentlemen of our acquaintance were complimenting each other on their habits of temperance. 'Did you ever, neighbor,' said one, 'see me with more than I could carry?' 'No, indeed,' was the reply, 'not I. But I have seen you when I thought you had better have gone twice after it.'

CRUELITIES ON BOARD AMERICAN SHIPS.

The following is a special report from the Managing Committee to the members of the Liverpool "Society of Friends of Foreigners in Distress," adopted at a meeting held on the 4th of February, 1857 :

"Ever since the foundation of the Liverpool Society of Friends of Foreigners in Distress, in 1851, the attention of the committee has repeatedly been called to the sufferings inflicted upon foreigners by the system in force at some of the ports of the United States for supplying the American mercantile marine with sailors. A large portion of the resources of the society has been applied to the relief of the victims of this evil system.

"But the evil has reached of late to such a magnitude, and threatens such rapid increase, that the committee consider the sphere of their action ought no longer to be confined to the granting of assistance to the sufferers, but that it has become their duty to appeal to the authorities of both countries, in the hope that steps may be taken to attack the evil at its root.

"Hundreds of poor men of all nations are annually cast among us from the cause mentioned, in an utterly wretched condition, not only destitute of money and clothing, but too often in a ruined state of health from the revolting usage they receive on board the American vessels. Some of them have been carried off by force or stratagem, leaving behind parents wife and children; others are enticed by the promise of good wages; and the great majority are turned away entirely destitute on their arrival in England.

"These are grave charges, and the society must of course be expected to substantiate them : with this view the committee have extracted from their books a list of cases which they have examined during the last year; they amount to 79, and since the beginning of the new year they have already had 27 cases. Only 37 of these have shipped of their own accord, while the remaining 69 had been brought over against their will. With two exceptions, they all complained of having

been repeatedly and grossly assaulted and ill-treated during the voyage; and the fact that 82 of them were either obliged, on their arrival, to be sent to the hospital, or otherwise received medical assistance, sufficiently corroborates their complaints.

"All sorts of contrivances, it appears, are resorted to at New York to obtain seamen for the American packet ships; for instance, the New York shipping agents advertise in English and in German for 'young men who need not have been at sea before to work as deck laborers at fixed wages;' under this pretext they are decoyed on board, and when once there they are retained by force. Others engage of their own accord as ordinary seamen, cooks, carpenters, &c., but are alike deceived; others again are enticed into public houses, made drunk, and thus betrayed on board. It is on record that many have been offered work on board a steamer in the river, or to unload ships, and are thus prevailed upon to step into a small boat to be carried on board, which leaves them as soon as they are put on the deck of the ship, where they are retained forcibly.

"Among the applicants for relief there have been coopers, carpenters, cooks, waiters, clerks, and surgeons, who have been carried off in this nefarious way. Very soon after they are on board they are robbed of most of their effects, and there is no redress to be obtained; their remonstrances are laughed at or answered by ill-treatment, and the same means are employed to force them to get aloft and to do all that able seamen are expected to do.

The cruelties which are practised upon these poor unprotected men on board these ships would be incredible, had they not been of late frequently confirmed by the proceedings in the Liverpool police court; but unfortunately, in redress for these ferocious assaults, committed upon the high seas, there is no practical remedy for these poor men on their arrival in this country. It has been proved in that court that on board the Ocean Monarch men have been forced to draw with their teeth iron nails from the deck, into which they had been dri-

ven for that purpose to the depth of two inches; that they have been compelled literally to lick up the dust from the deck of the cabin floor; and at the inquest held upon a Dutchman who had been beaten to death by the third mate and the boatswain of the *Guy Mannering*, the surgeon who made the *post mortem* examination deposed 'that the head presented an enormously contused mass, the face was completely battered in, and there were from seventy to eighty contused wounds upon the feet, legs, thighs and the back.' The hospitals of Liverpool record many instances of the lamentable condition in which the majority of these victims of savage ferocity are brought in.

"It may, perhaps, be pleaded in extenuation, that these men ship under false pretences as able seamen, and that when they are found on board to be only landmen the officers feel so annoyed and disappointed, that they give vent to their vexation in ill-treatment. Although this would form no excuse whatever for the barbarous cruelties practised, yet even this will not avail, for the shipping masters who are employed by the owners to procure a crew, and who must be supposed to enjoy and to retain their confidence, are perfectly aware of the condition and the quality of the men they engage at the wages of \$20 and \$30 per month; moreover, it is stated in a recent case heard in the Liverpool Court, that two Germans and a Frenchman, who were decoyed on board of the *Albert Gallatin*, when the crew were mustered on deck, were objected to as not being on the muster-roll, and were proposed to be sent on shore; the first-mate, however, prevented this being done, stating that he would rather have these three foreigners than three seamen already on the roll, no doubt thinking that the former would prove the cheaper men, it being the practice in all cases that have been brought before the society, including the one in question, to turn off such unhappy fellows on their arrival without paying them anything. Of the many cases which have come under the notice of the society, it would be difficult to find any men that could have passed themselves off as sailors, their outward appearance ren-

dering it impossible for them to impose upon the practised judgment of a seaman or shipping master.

"It is, however, but justice to exonerate the majority of the captains from any participation in the actual ill-treatment. This has been generally practised by the mates, boatswains and crews.

"That such a system is fraught with the most dangerous consequences to the shipping interest must be self-evident—an incompetent crew will always endanger the safety of a vessel—but it is in behalf of humanity that the society have taken up this subject, and in that behalf they plead forcibly, earnestly, and urgently that the proper authorities should devise means for putting an end to a system which, by its barbarity and cruelty, must prove a disgrace to civilized nature.

By order of the committee,

"F. PRANGE, Vice-President.

"EDMUND PICTET, Hon. Sec.
"16 *Sir Thomas's Buildings, Liverpool.*"

A LITTLE SWEDISH GIRL.—An interesting anecdote is told of a little Swedish girl who had given evidence that a saving change had been wrought upon her. She was walking with her father one night, under the starry sky, intently meditating upon the glories of heaven. At last, looking up to the sky, she said, "Father, I have been thinking if the wrong side of heaven is so beautiful, what will the right side be?"

SNUFF.—A gentleman once asked the celebrated Dr. Abernethy if he thought the moderate use of snuff would injure the brain? 'No, sir,' was Abernethy's prompt reply, "for no man with a single ounce of brains would ever think of taking snuff."

BAIL FOR A TOPER.—A man very much intoxicated was sent to jail. 'Why did you not bail him out?' inquired a bystander of a friend. "Bale him out!" exclaimed the other; "why, you couldn't pump him out!"

NAVAL JOURNAL.

Disasters for the Month.

SHIPS.

Oct. 20. Lantao, Barstow, fr Caldera to Boston, missing; value \$120,000.

Oct. 29. Hungarian, fr Liverpool to Philadelphia, missing, 1018 tons; value \$150,000.

Nov. 8. Rowena, Burrows, fr Cuxhaven to New Orleans, missing; value of vessel \$6,000.

Feb. 9. Fides, fr Cagliari to New York, ashore on South Breakers near Charleston, bilged and will be a total loss. Officers and crew reached Charleston; value \$32,500.

Feb. 14. Columbian, fr Newport (W.) for Charleston, ashore on the S. Breakers, total loss, 400 tons; value \$39,000.

March 2. Delaware, fr Savannah to Boston, ashore at Hull, bilged; value \$145,000.

——— Chattahoochie, wrecked on the Irish coast; value of vessel \$50,000.

BARKS.

Nov. 6. Paramatta, (British) fr Gibraltar to Charleston, missing.

Nov. 7. Meteor, Poppe, (Bremen), fr N.Y. to Bristol, Eng. missing; value \$52,000.

Nov. 10. Mary and Jane, Saunders, fr Shie ds to N. Y., missing; value \$20,000.

Dec. 25. Warratah, fr Savannah to Liverpool, abandoned at sea; crew landed at Queenstown; value \$65,000.

Dec. 25. Broosa, fr Bangor, W. to Boston, abandoned; officers and crew carried to Pernambuco, whence the former came to N. Y.; value of vessel \$10,000.

Jan. 4. Adelia Rogers, Snow, fr Alexandria, missing; value of vessel \$9,000.

Jan. 10. Rhoderic Dhu, fr St. Croix to Copenhagen, burnt, 223 tons; value \$10,000.

Jan. 24. Herder, (Bremen), fr N. Y. to Lisbon, wrecked off the mouth of the Tagus; value \$43,000.

Feb. 1. Juvenile, of St. John, N. B., abandoned, captain and crew carried to Cardenas.

Feb. 19. Hersilia, fr Calcutta to N. Y. cut through by ice, and sunk in N. Y. bay; value \$40,000.

Feb. — Eastern Belle, fr Cadiz to N. Y., ashore at Long Beach; value \$58,000.

——— Desdemona, fr San Francisco to Oregon, lost at S. F., 298 tons; value \$28,000.

BRIGS.

Nov. 29. Vanolinda, Joyce, fr Philadelphia to Londonderry, missing.

Dec. 2. Erie, sailed fr Port au Prince, missing; value of vessel \$5,000.

Jan. 21. Coral, fr Greenport for Norfolk sprung a leak and abandoned; crew frost bitten; captain, wife and crew brought to N. Y.; value \$4,500.

Feb. 9. St. Leon, fr Georgetown to Barbadoes, ashore on the bar, full of water and pounding heavily, total loss; value \$7,500.

Feb. — Jurgen Wilhelm, (Oldenburg) ashore on Brigantine Beach, total loss.

——— Samuel Otis, fr Savannah to St. John, N. B., sunk and bilged, in Quoddy River, 257 tons; value \$14,000.

——— S. Webster, fr Mayaguez to Cape Haytien, lost at St. Domingo; captain, wife and crew brought to N. London; value \$10,000.

SCHOONERS.

Nov. 11. Baltic, fr Teneriffe to N. Y., missing; value \$10,000.

Nov. 27. Excelsior, fr Aux Cayes to N. Y., missing; value \$12,000.

Dec. 27. Ocean Ranger, Park, fr Bahamas to N. Y., missing; value \$4,500.

Dec. — Marcia, (Whaling), of New London, lost at Dominica; captain and crew saved.

Dec. — Olive Branch, Mayo, from Boston to Eden, missing, 70 tons; value \$1,500.

Jan. 17. B. A. Tufts, fr N.Y. to Darien, sprung a leak and abandoned, soon after sunk; value \$3,000.

Feb. 1. Georgia, fr Antigua to Pensacola, ashore 30 miles from the Bar; value \$5,000.

Feb. 4. Mary Eliza, fr Jamaica to N. Y., abandoned at sea; captain and crew brought to N. Y., value \$10,000.

Feb. 8. Louisa, fr Boston to Kennebunk, ashore near Rye Beach, will be lost, 185 tons; value \$4,000.

Feb. 11. Tillete, Seaman, fr Halifax to N. Y., lost off Cross Island; value \$8,000.

Feb. 12. John Colby, fr Boston to Wiscasset, ashore near Hendrick's Head, total loss, crew saved; value \$3,000.

Feb. 21. Larkman, of Jersey city, cut through by ice, and sunk at Pier 14, N. R. N. Y.

Feb. 27. Triumph, fr Beverly to Wareham, ashore at Montauk, officers and crew saved.

Feb. — Charles May, fr Cape Charles to N. Y., sunk by collision with Schr. J. H. Hoyt, all hands saved; value \$1,500.

— R. L. Myers, fr N. Y. to Wilmington, N. C., stranded at Ocracoke Bar; value \$6,000.

— Carmelita (Mexican), fr Laguyra to N. Y., wrecked on Brigantine Beach, value \$25,000.

— Archann of Elizabeth City, N. C., sunk in Davis' Bay.

— Flash, of Plymouth, missing; value of vessel \$5,000.

— Anne Eliza B, fr. Phila. to Boston, ashore near Long Branch, N. J. crew saved but badly frozen.

PILOT BOAT.

Jan. 27. Florida, Frow, burnt, and sunk near Cape Florida, 196 tons; value \$17,000.

SLOOP.

Feb. 25. Collier, ashore on Hog Island Bar, total loss.

SUMMARY.

Ships	7	Agg. Value	\$542,500
Barks	12	" "	401,000
Brigs	7	" "	57,400
Schooners	19	" "	133,500
Sloops	1	" "	1,000
Pilot Boat	1	" "	17,000
Total	47		1,152,400

The value of 37 only reported, the remaining estimated at same average.

NOTICES TO MARINERS.

RANGE LIGHTS FOR CHANNELS THROUGH NEW YORK BAY.

In compliance with previous notice, the Range Lights for the channels through New York Bay will be exhibited at sunset on the evening of the 1st of November and nightly thereafter, from sunset to sunrise. They are located as follows, viz :

Range Lights from East end of Gedney's Channel, between Sandy Hook and Flynn's Knoll.—Two fixed lights located near Point Comfort, New Jersey.

The front light will be exhibited from a lantern on the keeper's dwelling, which is located near the beach, and painted white, with the top of the lantern black.

The front light is 40 and the rear one 76 feet above the main level of the sea, and should be seen under ordinary state of the atmosphere outside the bar. Dur-

ing the day the front building can be readily recognised from other buildings in the vicinity, by the lantern on its centre, and the rear one by the lantern of the tower being projected on the sky above the trees.

Main Ship Channel Range Lights.—Two fixed lights located on the New Jersey shore, west of the Highlands of Navesink.

The front light will be exhibited from a tower near the beach, painted with two white and one red horizontal bands, and the roof the lantern also of the latter color. The keeper's dwelling is west of the tower, and painted white.

The rear light is located on the north side of Chappel Hill, one and a half mile distant from the front light, and will be exhibited from a lantern on the keeper's dwelling. The dwelling is painted white, and the top of the lantern red.

The front light is 60 and the rear one 224 feet above the mean level of the sea, and both should be seen under ordinary state of the atmosphere the entire length of the range line.

During the day they can be readily recognised by the shape and colors of the tower of the front light, and by the lantern of the keeper's dwelling, and isolated portions of the rear one. It is about one mile east of Pigeon Hill.

Swash Channel Range Lights. Two fixed lights located on Staten Island, N. Y.

The front light will be exhibited from a tower near the site of the "Old Elm Tree" Beacon painted with two white and one red horizontal bands, and the roof of the lantern also of the latter color. The keeper's dwelling is south of the tower, and painted white.

The rear light is located on a hill near New Dorp, about one and three quarters miles from the front light, and will be exhibited from a lantern on the keeper's dwelling. The dwelling is painted white, and the top of the lantern red.

The front light is 59 feet and the rear light 189 feet above the mean level of the sea; and both should be seen under ordinary state of the atmosphere, well outside the bar at Sandy Hook.

During the day they can be readily recognized by the shape of the tower, and colors of the front light, and by the lantern on the dwelling, and the isolated position of the rear one.

SAILING DIRECTIONS.

Masters of vessels intending to enter by Gedney's channel, and the Main Ship channel, around the S. W. spit buoy, should run on a N. W. half W. course from the light-vessel for the black and

white perpendicular-striped nun buoy at the outside of Gedney's channel, and from it W. by N. through the channel, keeping between the buoys until the Range Lights near Point Comfort, New Jersey, are in one, when haul up for them, and continue upon the range until the two main channel lights are brought in range, which will also be shown by the main light at Sandy Hook being a little open to the southward of the West beacon.

From this point the Main Ship channel range will take them up clear of the "West Bank," and Craven's Shoal.

Masters of vessels intending to pass through the Swash Channel, can bring up clear of the "West Bank," and Craven's Shoal.

Masters of vessels intending to pass through the Swash Channel, can bring the lights in range outside the bar, and run for them until the red can buoy. No. 8, (which marks the upper middle) is passed, or until the Main Ship Channel range is on, when haul up on that range until clear of the "West Bank."

Vessels drawing more than 17 feet should not be taken through this channel on the range line at low water.

A foot more water may be carried through this channel, after crossing the bar, by keeping a little to starboard, and opening the front light clear of the rear one.

The Swash Channel range line indicates, by the most recent survey, 18 feet at low water.

By order of the Light-house Board :

A. LUDLOW CASE,

Light house Inspector Third District.

New York, October 27, 1856.

THE "EEL GRASS SHOAL LIGHT VESSEL" has been replaced upon her station, and will exhibit her light as heretofore.

The spindles on "Latimer's" "Ellis'," "Turner's," and "Watch Hill" Reefs, Fisher's Island Sound, N. Y., have been carried away by the ice. The positions will be marked by spar buoys as soon as possible.

The iron pile beacon marking the "South West Ledge," at the entrance to New Haven harbor, has also been swept away; its position will be marked by a can buoy of the second class, painted red.

The buoys marking the channels across the bars and through the lower bay of New York are in their proper positions.

A spar buoy painted red has been placed in 19 feet water opposite the site of the iron beacon on the Romer shoal, and a spar buoy painted with black and

white perpendicular stripes to mark the entrance to Gedney's channel.

By order of Light-house Board.

LIGHT-HOUSE at ABSECUM NEW JERSEY.—In conformity with the Notice to Mariners of 10th November last, notice is hereby given that the Tower and keeper's dwelling at Absecum, N. J., are now completed, and a light will be exhibited therefrom, for the first time, at sunset on the 15th of January, 1857, and every night thereafter from sunset to sunrise.

The tower is of brick, unpainted, and is surmounted by an iron lantern painted black.

The illuminating apparatus is catadioptric of the first order of Fresnel, showing a fixed white light.

The focal plane has an elevation of 167 feet above mean tide; and the light should be seen, under favorable circumstances, from the deck of a vessel of ordinary size, at the distance of about 20 nautical miles.

The approximate position of this light, as deduced from the Coast Survey Chart, is

Lat 39° 22' North

Long. 74° 25' West of Greenwich.

By order of the Light-house Board.

CHANGE OF LIGHTS AT SANDY POINT & EXECUTION ROCKS LIGHT-HOUSES. N. Y.—*Restoration of Bartlett's Reef Light-vessel, N. Y.*—In accordance with previous notice, a fixed white light of the 4th order Fresnel system, has been substituted for the fixed red light heretofore in use at the Execution Rocks Light-house, New York. It was lighted for the first time on the evening of the 6th inst., and will be exhibited nightly hereafter from sunset to sunrise.

At the same time the fixed white light of the 5th order Fresnel system, heretofore in use at Sand's Point Light-house, New York, was discontinued, and a revolving light of the 4th order Fresnel, showing a flashing light every thirty (30) seconds, substituted for it.

The Bartlett's Reef Light-vessel has been returned to her station in Long Island Sound, New York, and will exhibit her lights as heretofore.

The buoys marking the rocks and reefs at the entrance of Narragansett Bay, and channels and obstructions in it and Providence River Rhode Island, have been replaced in their proper positions.

By order of the Light-house Board :

A. LUDLOW CASE,

Lighthouse Inspector.

THE CABIN BOY.

WEST STOCKBRIDGE,
Mass., March 9, 1857.

MR. EDITOR,

Dear Sir:—As I am not a "cabin boy," I do not know as I am exactly justified in writing you a letter. But I feel interested (if a boy of fourteen feels an interest in anything) in the sailor's cause. I do not know why it is so, unless it is through the influence of your Magazine, which I like very much. I wonder if you have an "Editor's drawer."

Most editors that I have ever heard of do; if so, please excuse my boldness and allow this letter a humble place in it. In the last number of the Magazine I saw an enigma, and immediately set myself at work to find it out, which I succeeded in doing after having made a few mistakes. The answer is, I believe, "Clipper ship, Dread-nought."

I would suggest to "W. C. B.," that in making an enigma, he should put all the letters in, whereas in his case the fifth letter, p, is left out, and according to the terms of the enigma, the "sea N. E. of Australia," would be "Codal" instead of "Coral." I must confess to him that I do not think I should fancy a ship's fore-castle so much as going to school, if I were in his place, but "Every one to his liking."

I remain, yours, respectfully,
C. P.

Though not a cabin boy, we welcome C. P. as a correspondent. This department is designed not only for cabin boys, but for all our young friends who feel an interest in sailors and in the work of doing them good. We should love to talk with them in this way every month, and shall hope to receive many letters as neatly written as this. They may, if they please, consider the "Cabin Boy" as an "Editor's drawer," and we will endeavor to

make room for as many of their favors as possible. We ask only that they be short, nicely written, with correct spelling and punctuation; and prefer that they should relate in some way to sailors and the sea.

"W. C. B." will perceive that his enigma has been examined by a critic. We believe he is right about the rule for enigmas; every letter should be used. "W. C. B." has sent us this month a piece of poetry of his own, but we hope he will not take it unkindly if we say that though very good, we hardly like to print it. There are some faults in it which would not appear very well in type, and now that he has sharp eyes looking at his compositions, he must be doubly careful about mistakes. Will he permit us to suggest that every line of poetry should have its exact *measure* as well as rhyme, and that all writing, whether prose or poetry, should be *punctuated*.

C. P.'s solution of the enigma is correct, and we clip from a Liverpool paper the following notice of the remarkable vessel referred to:

EXTRAORDINARY PERFORMANCE.—The celebrated clipper ship, Dread-nought, was launched 1,108 days ago, during which time she has made twenty-one passages across the Atlantic Ocean, traversing 65,100 miles, carrying about 47,000 tons of merchandise. On two several occasions she brought later news from the United States than the regular steamers. She has, whilst on the water, sailed at the rate of six miles per hour, "as the crow flies," during the whole time at sea.

We have also received a correct answer, beautifully written, from C. N. T., Jr., of Brooklyn.

Here is another letter from a little friend to the sailor. Welcome my little fellow! Your letter did not arrive till all our room was filled. Next month we will be happy to answer your inquiries.

NEW YORK, March 12th, 1857.

MR. EDITOR:—I like to read your Magazine very much, but there is one thing I don't understand. I don't know much about the different kinds of vessels, so please to tell me what is a schooner and brig, and sloop, &c., and what is the difference between them, and much oblige. Yours,

S. P. W.
(10 years old.)

More encouragement. A Pastor in New Jersey, sends us the following:

March 6th, 1857.

DEAR SIR:—A little boy of my congregation some 10 years old, was so interested in hearing about the sailors last Sabbath that he brings me the inclosed dollar to get the Magazine. He wants to read and know *more* about them. Commence with the Jan. No. and address them to — With great pleasure I subscribe myself yours,

NATIONAL DEBT OF GREAT BRITAIN.

We have lately met somewhere with an illustration, from an English pen, of the British national debt. The facts are almost "stunning." Its *weight* in gold amounts to 14,088,475 pounds; and in silver, to 26,666,669 pounds. To transport this debt across the seas, in gold, it would require a fleet of 25 ships, of 250 tons burden each; to carry the debt by land it would require 12,580 one-horse carts, each cart being loaded with half a ton of gold. These would extend, in one unbroken line, 35 1-2 miles. If conveyed by soldiers, and every soldier were to carry 50 lbs. weight in his knapsack, it would require an army of 281,769 men. Eight hundred millions of sovereigns piled on one another, or formed into one close column, would extend 713 miles. If this column were commenced at the Land's End and continued northward, it would reach ten

miles beyond John O'Groat's house. The same number of sovereigns laid flat, in a straight line, and touching each other, would extend 11,048 miles, or more than 1 3-4 times round the moon. Eight hundred millions of one-pound Bank of England notes sewed together, would cover a turnpike-road 40 feet wide and 1,052 miles long, or from Land's End to John O'Groat's and nearly half way back again. If the notes were sewed together, end to end, they would go *four* times round the world, and *sixteen* times round the moon. The whole population of the world is estimated at a thousand millions of souls. An equal distribution of the national debt would give *sixteen* shillings to every man, woman, and child, or twenty dollars to every family on the face of the earth. Were Britain to conquer all Europe, and levy a general poll-tax to liquidate her present debt, she must have from every man, woman, and child, £5 17s. 7 3-4d.; or from every family through out Europe £29 8s. 2 3-4d. What contrast between this state of thing and our virtually debtless young nation, with its public domain equal to all Europe, except Russia, and its boundless resources of every kind!

ANECDOTE OF JUDGE BATES.—The judge recently called at a village store, desiring to make the purchase of a mackerel. Several friends were in who knew that the judge had become a good temperance man, and were willing to run him a little. The keeper joined in the sport, and begged the judge to take a little something.

"What will you have, judge? Take anything you like."

The Judge looked around, as if in some doubt what to choose, and replied,

"I believe I will take a mackerel!"

Helping himself, he gravely walked out of the store, and was not invited to take anything there again.

A MAN, whiskered up to the very eyes, was passing along the street, when a couple of jolly tars on a land cruise observed him. "Shiver my timbers, Jack," said one to the other, "that fellow looks like a rat peeping out of a bunch of oakum."

NEW-YORK, APRIL, 1857.

PROVIDENCE, R. I.

Letter from Rev. H. Fulton, Chaplain.

PROVIDENCE, Jan. 31, 1857.

I write with devout thankfulness to the great Lord of the harvest, who has condescended to employ me in his service, and has not withheld from me while prosecuting my labors in connection with my mission, the token of His presence and blessing. My visits to the seamen are apparently acceptable. "I have succeeded, I trust, in gaining their confidence. They receive me cordially, and believe I have their welfare at heart, and that I am desirous of doing them good. I made to the seamen during the last three months, 450 visits, and distributed amongst them 960 tracts and religious papers. I have visited them in the hospitals, on board the ship, and in their boarding houses. These labors will, I hope, in some measure, supply the lack of stated preaching, as I have not had a place to preach in since the out-door services were given up. But the Fall River Railroad Company have promised to let us have a room to preach in, which they think will be at liberty in April or May.

Mr. F. subjoins an account of a person in the hospital, with whom he held conversation respecting his soul, and the way of salvation. "One day while reading 1 John, v., and making a few remarks on the simplicity of

faith, his mind begun to expand, and he was much affected by the words. This is the record that God, &c. The next time I saw him he was rejoicing in Christ. He said he had no other refuge but Jesus Christ. He rested on him alone for salvation. I said, 'My dear friend, I hope you understand the truths I have set before you from the word of God.' He replied, "yes, I never knew the way to be saved before I came here." He left the hospital rejoicing in his Saviour."

I remain, yours, respectfully.

H. FULTON.

PORTLAND.

Letter from Rev. S. H. Merrill, Chaplain.

PORTLAND, Feb. 17, 1857.

DEAR BRETHREN—Having reached the close of my first year's work in the seamen's cause in this place, I would submit the following report:

IMPORTANCE OF THE FIELD.

The number of seamen employed in the foreign trade from this port, is according to the most careful estimate, twenty-five hundred. The number employed in the coasting trade and in the fisheries, is eight thousand, making a total of ten thousand five hundred.

Now, when it is considered that the most of these are strangers, connected by no family associations with any religious congregation—that they are

fond of being together, and never will seek for seats in our fashionable city churches, the importance of a Bethel service will be seen.

LABOR PERFORMED.

By the kind Providence of God I have been able to be at my post, forty-seven weeks out of the fifty-two, have preached ninety-four sermons, and attended one hundred meetings for prayer and conference. Besides our usual service, on the Sabbath we have two stated meetings during the week, one in our vestry in the basement of the Bethel, and the other at the "*Sailor's Home*."

The attendance on these as on the more public services, has varied very much according to the number of seamen in port and other circumstances. Sometimes they are deeply interesting.

The number of vessels furnished with reading matter in the form of bound *volumes, tracts and papers*, on leaving port, cannot be stated, but is large.

RESULTS.

These are seen in several distinct forms:

First. In an addition of eight to the Bethel Church.

Second. In a marked improvement in the appearance of our worshipping assemblies on the Sabbath. One could hardly wish to see a more orderly and attentive congregation than this has now become.

Third. In the hopeful conversion of not less than nine souls, six of whom were sailors, who went to sea soon after indulging hope and without having had an opportunity to profess publicly their faith in Christ. Some too have left us with serious impressions, of whom we hope to hear good news. So far as my observation has gone, when an awakened sailor is with a

tolerable crew, there is quite as much hope of him at sea as on shore.

The "*Sailor's Home*" kept by our excellent friend, Capt. Bailey, affords to me an opportunity to make the acquaintance of many sailors under more favorable circumstances than I could otherwise do. The number of sailors who have boarded at the Home for a longer or shorter time during the year, has been five hundred and ninety-one.

Yours, in the Sailor's behalf,
SAML. H. MERRILL.

P. S. I fear your treasury will present but a "*beggarly account*" of contributions from this state. I think, however, with every friend of the cause here, that if its true merits were properly presented, there would be a generous response.

S. H. M.

ST. JOHN, N. B.

Letter from Rev. E. N. Harris, Chaplain.

Mr. H., under date of Jan. 9, gives a sad account of the influence exerted by ship owners and agents in that city, to break down the Sailor's Home, by paying to the crimps a premium for sailors; also the disappointment felt by some, because that institution is not a money making affair. Nevertheless he remarks: "From what I have seen in New York, Boston, and Portland, I am quite certain that the Seamen's Home here has been as successful, according to the capital expended, and the labor performed as in the cities referred to."

Mr. H., however, is not discouraged. "It gives me pleasure," he writes, "to assure you that our Bethel cause has never looked more promising, nor have our meetings ever been more fully attended. The last Sabbath we organized a Mariner's Church, the efficiency and zeal of which promise much

A "Ladies' Bethel Union" is in active operation, whose contributions added to those of the church, and other friends, it is to be hoped will at no distant day, relieve your noble Society from the necessity of a quarterly grant to sustain the cause in this port."

HONOLULU.

Letter from Rev. S. C. Damon, Chaplain.

NOVEMBER, 29th, 1856.

Honolulu, during the last few days has presented animated and stirring scenes. The whaling fleet remained away rather later than usual, and our merchants and mechanics began to think that ships never would come. They stood ready to sell and to work; but there was nothing to do. Not a few waited for the sailor, only that they might filch from his open hand, the hard earnings of the last cruise, in the Ochotsk sea, or upon the N. W. coast. I trust there were some among our people, who were prayerfully desirous of doing good. They had shown that such was the case, by erecting for him a 'Home' and otherwise providing for his comfort. Not a few however, predicted for the 'Home' anything but good. "It would be a failure." "Sailors would not patronize it." "The cage would not catch the birds." "The handsome edifice will be sold for a hotel," or "converted into shops." Such were the sneering remarks that were passed off at the expense of the patrons of the 'Home.' In reply we could only say, "Homes have succeeded elsewhere and we see not why one may not succeed here. Let the experiment be fairly tried. Wait and see." So, like Noah, the friends of the Home labored, in faith. Sometimes, I am ready to confess, the prospect was rather dark; funds were rather slow in coming into the treasury.

It seemed to be almost too much of an undertaking for our limited community. Ere long the 'Home' was opened. There were but a few ships and consequently not many sailors in port. A few ventured to take board at the 'Home,' but these were ridiculed. The "sharks" were ready to snatch away every one that even looked towards a quiet and orderly place of abode. For a few days, there was anxious suspense. At length ships came, sailors came. The Home was filled and is full! The hopes of the most sanguine are, for once, more than realized. From seventy to an hundred have been boarding at the Home, during the last three weeks. Those who have stood aloof and predicted a failure, are now very willing to keep still! For once a good enterprize has triumphed, and its enemies are *confounded*.

For several nights many boarders have slept upon the floor in the Reading Room. It is a pleasant sight to look upon three or four well filled tables. Every thing moves on quietly and orderly. Seldom is a boarder seen about the premises who shows that he has been frequenting the liquor shops. I must confess, that although I am rather sanguine in my temperament, and disposed to look upon the bright side of objects, still I never fancied I should ever witness the Honolulu Sailors' Home, in the full tide of successful experiment. Such is the fact, and I bless God for what has been accomplished, through the efficient labors and efforts of the friends of the Institution.

At the last meeting of the Board of Trustees, HIS MAJESTY, KAMEHAMEHA IV. was elected president and Chief Justice, the Hon. W. L. Lee, Vice-President.

This election will indicate to your

readers, that the 'Home' enterprise occupies a prominent stand in our community.

We are exceedingly fortunate in our managers, Mr. and Mrs. Thrum. They are persons in whom all place great confidence. As I have before remarked, my office at the 'Home,' where I distribute Bibles, books, papers, and tracts. Every sailor, who calls is well supplied, whether boarding at the 'Home' or elsewhere. My office is almost constantly supplied with visitors.

I am not without occasional proofs that good is done. The friends of seamen in the United States, when they gather to pray for seamen in the Pacific, I hope will not fail to pray that the works of Baxter and Bunyan, and other good men, and above all that the Bibles going out from our Depository may accomplish much good. Every day the good seed is scattered. The Bible, in Portuguese, French, Spanish, German, English, and other languages, is daily sold or given away. Package upon package of good reading matter is put up and carried away. Our tract and Bible Societies employ a very good Swedish sailor, by the name of Peterson, who boards at the Home and is always ready to supply seamen with books. Peterson is the baggage man and is well acquainted with all the boarders and seamen generally. I refer to these facts for the purpose of indicating to the many readers of the Magazine, that the Trustees and friends of the 'Home,' are doing all in their power to make the establishment as complete as possible. We are determined that seamen, visiting the port of Honolulu, shall have no possible excuse for pursuing vicious and unnatural practices; rather, we are determined to throw around them every possible good, restraining, elevating,

purifying and ennobling influence. We wish to convince them that "wisdom's ways are ways of pleasantness."

I might add a few paragraphs about the success of whalemens, the late wreck of the "Nauticon," at the mouth of our harbor, and other wrecks, but others will write about business matters.

Yours truly,

S. C. DAMON.

In an interesting letter dated Nov. 2d., Mr. Damon gives a particular account of the apostacy of Elder Hyde, a Mormon missionary, to the Islands, and his lectures in Honolulu exposing the miserable imposture. We have not room for the entire letter. He adds the following on

"CHURCH BUILDING IN THE ISLANDS."

Last evening at our monthly caucus, the Rev. Mr. Armstrong, made some interesting statements, respecting the efforts of the natives on Molokai and Maui. The building of church edifices in the Sandwich Islands, is a very different affair from what it is in parts of the world, where the worshipers can contract for a building and still keep on with their ordinary work. The natives build, mostly of stone and mortar. To obtain lime for mortar, they are obliged to dive for coral, in water forty to seventy-five feet deep. They are then obliged to transport the coral over poor roads and up steep hills for several miles. Such is the state of the roads, that they are compelled to carry the coral on the backs of horses, mules, donkeys, bullocks, or *their own backs*. They go into the mountains for long rafter timbers. Forty or fifty men will be engaged, perhaps, several days, in procuring one piece of timber. So the work slowly progresses, but the natives toil on, and succeed in erecting some very respectable places of worship, although

it requires years to accomplish the work. They have churches at Kohala, on Hawaii, and Waimea on Kauai, which would do credit to cities in America. I often read newspaper articles in which the missionary work is treated as if it was a doubtful and questionable enterprise. The writers of such stuff are *ignoramuses*. They do not understand what they are writing about. I have just read a long article in the "Westminster Quarterly Review," for July. The writer is very learned, very clever, very wise, very argumentative, and with all very foolish! It is absolutely amusing or rather ridiculous, to read his quotations from Melville's *Typee*! Why, in the same style of argumentation, it could easily be proved that Christianity was a *failure in England, and a humbug in America.*

LAHAINA.

Letter from Rev. S. E. Bishop, Chaplain.

LAHAINA, Oct. 17th, 1856.

Since my last communication to your columns, this place has had a season of rest. Now it is again in the full stir of active business, created by the arrival of a large installment of the Fall fleet, fresh from their famous Northern cruising grounds, the Ochotsk, Japan, Kamschatka, and Kodiak seas. All are on the alert, the merchant for his trade, the bar-keepers for their gains, the seamen for pleasure, and the police to catch them in transgression. I trust your Chaplain will not be found idle, knowing what most forget that the great enemy of souls is the busiest of all in driving his malevolent enterprise, and is to be withstood by the help of the Spirit of God.

The approach of "Shipping season" was presaged by the hither flight of certain birds of evil omen, whose busi-

ness is to prey on the unwary sailor. Old shanties were furnished up, and newer buildings arranged for the work; billiard rooms, bowling allies, and sailor boarding-houses put in order. And when the first ship arrived, all was ready for the guests. Not to be altogether behind, we painted and whitewashed our Bethel, hoisted our new flag, got up our boxes from the Bible and Tract Societies, and arrayed the books and papers on shelves.

This week, the opposing batteries are in full action. On the one side many a heedless sailor has been laid low by the poisonous draught. On the other, many a word of counsel or warning has been spoken to attentive ears. Many Bibles and tract publications have been put into eager hands. My shelves already show plainly the drafts that have been made on them, although the season has just commenced and careful judgment and economy are sought to be exercised in disposing of the books. To-day, for instance, I had nine calls at my study for books, receiving four dollars in money, and giving away a greater value besides. One-third or more were Portuguese and Spanish, who constitute nearly that portion of whalemens' crews, and are eager for Bibles and primers. Nearly all they get are carefully taken home to their own countries. I cannot see these needy souls of my own and other races, and then turn to my well loaded shelves, without a thrill of gratitude to God for organizing those great benevolent institutions, the Bible and Tract Societies, to supply their needs. And our Society is their almoner, in such a part as this, to people of many tongues. From Lahaina, the word of life goes all over the world.

These are days of delightful and encouraging labors, though pressing and constant. I do not now have to wonder whether I can be of any use, as

sometimes in the long summer I did. I need hardly leave my own door to find my tongue and heart fully employed. How ready to hear and confide in you is a sailor just ashore from a cruise! How accessible to the best or the worst influences! To-day, I meet again a young and interesting man who professes to fear God, and whose countenance testifies to his modest worth. He requires exhortation and encouragement to Christian activity and prayerfulness. He says he has a pious companion, the son and brother of Methodist ministers.

Another, J. R. from the same ship, is discharged in the hospital; has been a bad youth, disliked by all his shipmates. He is the wayward son of an excellent Christian mother, and now comes repentant to me, asking to be prayed with. He has been sick for three months, without sympathy; is miserable, and suffering the reproaches of conscience. May the Holy Spirit, who has wrought at sea upon this reckless heart, make good the work of his conversion to Christ.

Yesterday, another and a most engaging youth called on me, and told me his whole story, his sins, and his struggles and victories. He left home for health, and has found it; is now as hearty and "rugged" as a buffalo; but sick of the sea, and longing for home. He hopes to get his discharge now into a homeward bound ship. A kind father and mother, and brothers, are waiting for him, whose hearts he has never wounded by serious misconduct. Since the age of fifteen, he has been a professed follower of Christ. All this I know from him, for his countenance is one of those rare ones that is its own undeniable certificate of truth and virtue.

I forgot to say, respecting the ship's company to which those previously spoken of belonged, that no swearing has been practised by a single member

of it during the voyage. All are sober. The captain is a *pious* man, and has a good crew, and so far, they have made a capital voyage.

A noble clipper lies here, taking her cargo of oil and whalebone, supplied by the various whalers. Her's is a picked crew of steady young men, all but two of whom left home in the ship fifteen months since, having been twice at Melbourne, and at Calcutta, and Valparaiso. Many say sailors are worse than formerly. I am happy to mention these instances to the contrary, and might give many more.

His Hawaiian Majesty, with his young and interesting queen, arrived yesterday on their way home from their bridal tour around the islands. From her virtuous and gentle influence, much good is hoped to be produced on his, in some respects, noble character. He has intellectual ability, and engaging social qualities; his greatest dangers are from a threatening bondage to appetite, and the systematic flattery of corrupt associates. It is evidently hoped that he may fill the Sovereign's place among this poor, yet interesting people in such a manner as shall long secure their prosperity.

A new weekly journal has this year been established at Honolulu, devoted to the Commercial and Whaling interests of this part of the world. It begins with unprecedented success.

We may also rejoice in the prosperity of the new Sailor's Home in Honolulu. Thank God that there is now one place in this wide ocean where a sailor may take up his abode, and know he is in the house of his friends.

Truly, yours,

S. E BISHOP,

Seamen's Chaplain.

There were in the port of New York, March 10th, 33 steamers, 116 ships, 84 barks, 106 brigs, 201 schooners. Total 540.

HONG KONG.

Letter from Rev. J. C. Beecher.

It is with mingled feelings of pain and gratification that we give the following extracts from a letter just received from Mr. Beecher. Of course, everything in the future history of that chaplaincy is yet uncertain, but we have strong hope that the wrath of man will in this instance, as in so many others, be turned to praise. We commend our dear brother to the sympathies and prayers of all the friends of the sailor.

HONG KONG, Dec. 29, 1856.

MY DEAR BROTHER,

Circumstances beyond my control have entirely upset my prosperous labors at Whampoa.

I remained at my post long after the missionaries had taken wing; and only left when the last ship dropped down the river.

The papers will doubtless inform you of the war, its cause and its progress thus far. The whole river between this place and Whampoa swarms with pirates and mandarin boats, which attack and plunder every thing falling in their way. I hope ere long to have a congregation at this port, even larger than at Whampoa.

My labors up to the time of their cessation have been most satisfactory and encouraging, and it is with cheerful hope and trust in the divine aid that I go about commencing again in this new field.

There is boundless scope for a chaplain's labors here; and I pray that the dispensation which has disappointed and driven me from one post may open even a wider field of usefulness in another. Be assured dear brother, I am not idle, nor shall I be. Wherever the Providence of God places me I shall endeavor to be found faithfully at work for the salvation of my former profession.

Commend me to the kind regards of the gentlemen of the Board, and believe me truly,

Your affectionate friend and brother,
JAS. C. BEECHER.

A NOBLE WOMAN.

Many of our readers will have seen in the daily papers the romantic narrative of Mrs. M. A. Patton, wife of Capt. Joshua A. Patton, of Boston, who commanded her husband's vessel during his sickness, on her voyage from this port to San Francisco. We desire to grace our columns with the record of an act of such heroism.

Mrs. Patton is a native of East Boston. She is but 20 years of age, of medium stature, delicate complexion, black eyes, and much feminine softness and grace. Shortly after her marriage to Captain Patton, he was appointed to the command of the ship *Neptune's Car* on a voyage to the Pacific. He obtained permission to take his bride with him, and in twelve hours after, the young couple were on board, and the vessel getting ready to depart.

The *Neptune's Car* sailed for San Francisco, thence to China, from China to London, and finally arrived in New York, after an absence of seventeen months. During this time Mrs. Patton amused herself by helping her husband in his nautical observations, worked up the time from the chronometers and occasionally kept the reckoning of the ship. Last August the *Neptune's Car* again put to sea, and it was on this voyage that Mrs. Patton's misfortunes commenced. As the vessel neared the straits of Magellan, her husband was taken with a disease in the head, which finally developed into a brain fever. He attended to his ship as long as he was able, and when it was impossible to give any personal orders, he found to his dismay, that his first mate was wholly incompetent to take charge of the ship, and that there was no officer on board qualified to take the vessel into port. He found that the first mate was anxious to run the vessel into Valparaiso, but this he earnestly

forbade, as the crew might all leave and the cargo be destroyed before the consignees could send for the vessel. In this emergency Mrs. Patton's rare qualities developed themselves. She assumed command of the vessel herself, and the nautical observations she once made in sport and for a pastime she now undertook as a duty. Her time was spent between the bedside of her husband and the writing desk, working up the intricate calculations incident to nautical observations, making entries in the log book in her own delicate penmanship, and tracing out with accuracy the position of the ship from the charts in the cabin. The rough sailors all obeyed the "little woman," as they called her, with a will, and eyed her curiously and affectionately through the cabin windows while deep in the calculations on which her life and theirs depended. During this time her husband was delirious with the fever, and she shaved his head, and devised every means in her power to soothe and restore him. To this end she studied medicine to know how to treat his case intelligently, and in course of time succeeded in carrying him alive through the crisis of his complaint.

About one week after the captain fell sick the mate wrote a letter to Mrs. Patton, reminding her of the dangers of the coast and the great responsibility she had assumed, and offering to take charge of the ship. She replied that, in the judgement of her husband, he was unfit to be mate, and therefore, she could not consider him qualified to fill the post of commander. Stung by this rebuff, the fellow tried to stir up the crew to mutiny against her; but she called the other mates and sailors aft, and appealed to them to support her in her hour of trial. To a man they resolved to stand by her and the ship, come what might. It was pleasant to witness their cheerful obedience to her orders, as each man vied with his fellows in the performance of his duty.

By the time the ship came nearly up to the latitude of Valparaiso, Capt.

Patton had somewhat recovered from the fever although far too weak for any mental or physical exertion, and the mate, under promise of doing better in future, had partially resumed duty. But Mrs. Patton discovering that he was steering the ship out of her course, and making for Valparaiso, apprized her husband of the fact. The mate was summoned below, and asked to explain his conduct, which he did, by saying that he could not keep the ship nearer her course. Capt. Patton then had his cot moved to a part of the cabin from which he could view the "tell tale" of the compass, and soon found that the mate was still steering for Valparaiso. He then sent for the four mates and the sailors, and formally deposed the first mate, promoting the second officer to his place. Then he gave orders that under no circumstances was his ship to be taken into any other port than San Francisco. Soon after he had a relapse, and for twenty-five days before the vessel reached port he was totally blind. At length San Francisco was reached in safety, after a short voyage of 120 days.

The safety of the ship, and the preservation of her husband's life was wholly due to the constant care and watchfulness of Mrs. Patton. On her arrival she informed the consignees of the vessel that for fifty nights previous she had not undressed herself.

Her health was much impaired by her fatigues; and she was withal near her confinement.

Mrs. Patton and her husband returned in the *George Law*, and after a day or two in N. Y., departed for Boston. While here the Board of Underwriters in consideration of her heroic conduct voted her a present of \$1000. To their letter, announcing the resolution, she returned the following reply, modest, self forgetting, and noble like herself:

BOSTON, Feb. 25, 1857.

TO MESSRS. F.S. LATHROP, JOHN H. LYELL, J. D. JONES, Esqrs, Committee of the New York Insurance offices:

GENTLEMEN:—I received yesterday your communication of the 18th instant,

and it is with mingled sensations of gratitude and embarrassment that I leave my post as a watcher by my husband's sick bed to reply. I am sincerely grateful to you and to all those you represent for the very kind expressions of sympathy and for the liberal inclosure which you have transmitted to me in their behalf. I feel very sensibly, gentlemen, that kindness which has prompted you to commend the manner in which I have endeavored to perform that which seemed to me, under the circumstances, only the plain duty of a wife, toward a good husband stricken down by (what we now fear to be) a hopeless disease, and to perform for him as well as I could those duties which he could not perform for himself, especially when it was to carry out his own expressed wish. But I am at the same time seriously embarrassed by the fear that you may have over estimated the value of these services, because I feel that without the services of Mr. Hare, the second officer, a good seaman, and the hearty co-operation of the men to aid our endeavors, the ship would not have arrived safely at her destined port.

Be assured, gentlemen, that through all the trials which may be before me and while I live, your considerate kindness will ever be held in thankful remembrance, by yours, very respectfully,

MARY A. PATTON.

INHUMANITY ON SHIPBOARD.

We ask the careful attention of every Christian and friend of humanity to the extract given on a preceding page from the report of the Liverpool Society of Friends of Foreigners in Distress. It is only a part of the evidence which has been rapidly accumulating of late in respect to the demoniac cruelty which riots on many of our beautiful packet ships. We are glad to see that this matter is attracting the notice of the secular press, and that it is speaking in the tones of indignant reprobation of these abuses. Some of them are calling for immediate legislative interference for the protection of the poor fellows who are subjected to these barbarities. Something of this kind undoubtedly, is imperiously demanded. Still we have little faith in the efficiency of such measures alone.

What is wanted is a movement among our merchants and ship owners themselves to inaugurate an entire revolution in the mode of shipping and paying sailors. They have the whole matter in their hands, and are able at once if they will take hold of it with earnestness and thoroughness which they so well know how to employ, to bring about a reform, which shall not only remove the evil in question, but scores of others which congregate in their train. Their name is LEGION. Reform here would sweep Water-street of nine tenths of its abominations. Why will not our high minded and enterprising merchants hold a public meeting to consider of this matter?

We earnestly hope that the daily papers of this city and elsewhere will persist in holding up these abuses to public view. We shall, with great reluctance, believe that an enlightened and humane community will long permit such evils to go unredressed, or such a stain upon the reputation of our American naval service to be perpetuated.

ITEMS.

A little steam propeller belonging to Philadelphia, named the *George M. Hill*, has been the means this winter of saving many lives and a large amount of property. She is a snug little craft of about thirty tons burthen, drawing six and a half feet water, and is commanded by Capt. BRAMMELL. For several weeks she was busy, conveying provisions and other necessaries to vessels in distress in the vicinity of Norfolk, Va. Her form and size were admirably fitted for this purpose. She paid no attention to the floating ice, but dashed through it full speed, to reach whatever vessels needed her services. The emigrant passengers of the ship *Herschel* were all landed by her, and scores of vessels which had grounded were got off by her help. Much of the services rendered by this little tug have been done without compensation; Mr

JETT estimates the amount of property saved by her at hundreds of thousands, and says that from fifty to a hundred persons would have perished by starvation but for her presence here during this unprecedented season.

It is said that 10 or 12 drops of chloroform in water, is an effective remedy for sea sickness. The chloroform in most cases removes nausea, and persons who have taken the remedy soon become able to stand up and get accustomed to the movement of the vessel. Should the sickness return, a fresh dose is to be taken.

The mercantile marine of Holland comprised, on the 31st December last, 2,343 vessels, with a total measurement of 593,384 tons. Of these 167 are ships, 424 barks, 384 brigs, schooners, &c.

An officer of rank (a major in the United States Army) has transmitted to Woolwich (Eng.) dockyard, some samples of sailcloth composed of fibres of the palm tree from South Africa, interwoven with the ordinary thread canvas. The fibres have been withdrawn, in order to verify the inventor's assertion "that sheets made of the material will resist the teeth of old Boreas in his rudest of tempers."

It is stated that since the seizure of the brig Brame, four other vessels have sailed from this port for the coast of Africa, to engage in the slave-trade, and that three of them have made successful voyages. The deputy marshals have not yet received any compensation for their services in seizing the Brame.

The Missionary brig "Morning Star," Captain Moore, which sailed from Boston, December 2d, for Honolulu, was spoken January 13, latitude 8 South, longitude 34 West, by the bark Speedwell, Capt. Howes, which arrived at New Orleans on the 7th inst., from Rio Janeiro.

They are fond of titles in the East. Among his many other high sounding titles, the King of Ava has that of "Lord of twenty-four Umbrellas."—This looks as if he had prepared himself for a long rain.

Congress has passed the law making

appropriations for the construction of the Atlantic Telegraphs in connection with the British Government. \$70,000 per annum are to be paid, till the Company have a net profit of six per cent.; after that \$50,000 for 25 years. The government and citizens of the United States are to have the same privileges as those of Great Britain. Secretary Dobbin at once commissioned the steam ships, Niagara and Mississippi, to aid in the laying of the cable.

The New Jersey geological report shows that the Atlantic is steadily, and rather rapidly encroaching upon the land on its coast. At Cape Island the surf has eaten inward full a mile since the Revolution. Along the bay shore at Cape May, the marsh wears away at the rate of a rod in two years. One of the beaches upon the coast is mentioned as having moved inward one hundred yards in the last twenty years. It is also the opinion of the oldest observers that the tides rise higher upon the Eastern New Jersey uplands than formerly.

AN OLD BACHELOR BRISTLING UP.—Mr. Buchanan, in his inaugural, speaks of "our children and our children's children."

His Majesty, (King Kamehameha) yesterday morning paid a visit to the Sailor's Home, which he inspected under the guidance of the Rev. S. C. Damon. The completeness of the arrangements needed little pointing out, and the King on leaving expressed the satisfaction which his visit had afforded him. The coolness of the sleeping apartments, and the view from the verandah were particularly remarked upon; to say nothing of the culinary department which savored of good things.—*Polynesian*.

THE GUANO TRADE.—A letter from Captain Walden, of this city, master of the ship Roebuck, now at Chincha Islands, received by the Europa, says there are 130 first class ships, averaging 1000 tons each, now lying about the islands, waiting for cargos of guano. Probably no other port in the world can boast of so large a fleet of splendid ships.

DR. KANE'S DOG.—The Arctic dog brought home by Dr. Kane has strayed away off in Allegany. He has become the property of James McArthur, timber dealer in Oramel. The recently intense cold weather has kept this large, black, shaggy animal in high spirits. When they take him into the forest among the timber-hewers, where he can do no harm, and remove his muzzle, he cuts all sorts of pranks, seeking the deepest drifts, and actually burying himself with delight; you can see the dry snow move, but no semblance of a dog, till on a sudden out he pops, giving his hairy fleece a tremendous shake, and away he runs for another dive. Mr. McArthur calls him "Es-ki-mo" (Esquimaux), not a very smooth name, but characteristic. To look "Esk" fair in the face, you see almost the likeness of a black bear, though his eyes are rather languid. His long, soft, shaggy covering is nearly equal in bulk to his body. When left to run at large in the village, he wears a muzzle to prevent his destroying the pigs and chickens.

RECEIPTS.

From Feb. 15th to March 15, 1857.

Directors for Life by the payment of \$50.

Rev. Chas. E. Phelps, Yorkville, N. Y., by H. T. Morgan, (am.ac.be.)
John Gaul, Jr., Hudson. N. Y.,
(balance, am't ack'd below).

Members for Life by the payment of \$20.

Leopold Bierwith, by Unitarian
Ch., Brooklyn, N. Y., (am.ac.be.)
E. Dodge, " " "
L. M. Thomas, " " "
Mrs. Mary L. Barstow, do. "
William S. Howland, do. "
Mrs. Amanda M. Way, Brooklyn,
N. Y., by her Father, 25 00
Mrs. Agnes M. Spencer, do. do., 25 00
Caleb B. Rogers, Norwich, Ct., 30 00
Rev. George E. Hill, by Con. Soc.,
Sheffield, Mass., 23 80
Rev. John S. Himrod, by Ref'd
Dutch Ch., S. Bushwick, L. I., 20 24
Hon. Martin Ryerson, by Pres. Ch.,
Newton, N. J., 25 00
Whitfield S. Johnson, by do. do., 25 00
William Ferguson, Esq., London,
Eng., by Rev. William Patton,
D. D., (am't ack'd below).

Rev. Thomas S. Hastings, by the
West Pres. Ch., New York, 21 50
Mrs. Thomas S. Hastings, do. do. 21 50
James Lyman, by Third Con. Soc.,
Chicopee, Mass., 20 00
Benjamin Naglee Meeds, Pitts-
burgh, Pa., by his Mother, 20 0
Harrison P. Meeds, do. do., 20 00
Rev. Stephen A. Loper, by Con'g'l
Soc., Trumbull, Ct., 20 00
Mrs. Eliza Myrick, by Appleton
Street Church, Lowell, Mass., 29 59
Elisha F. Richardson, by Con. Soc.,
Medbury Village, Mass., 2
Alexis. W. Ide, by Con. Soc., West
Medway, Mass., (Boston), 20 03
Mrs. Mary A. Roberts, by Con. Soc.,
East Medway, Mass., 30 30
Richard P. Clark, by 13th Pres.
Ch., N. Y., (previously ack'd).
Charles Davis, do., do.
John W. Thompson, do., do.
Daniel Knight, do., do.

Donations.

A member of the Collegiate Ref'd
Dutch Church, New York, 12 00
Unitarian Church, Rev. Dr. Farley,
Brooklyn, N. Y., 367 89
Judah Baldwin, Woodbury, Ct., 5 00
Benevolent Soc'y, Clinton, Ct., 15 00
Orland, Maine, 2 00
Cong'l Soc'y, Cornwall, Vt., 4 00
Con. Soc., Cumberland Centre Me. 6 00
"Eddie," Port Chester, N. Y., 11 00
Cong. Soc. Plainville, Ct., 16 00
Cong. Soc., Bennington, Vt., 15 74
Rev. William Jessup Jennings, by
Con. Soc., Black Rock, Ct., bal., 10 62
Church of the Puritans, New York,
including subscriptions, 323 43
Concert of Prayer, U. Theological
Seminary, New York. 2 72
Addition from 4th Avenue Church, 1 00
Charles Starr, Spring St. Ch., N. Y., 5 00
A Friend, New York, 5 00
Second Con. Soc., Greenwich, Ct., 95 38
First Con. Soc., Portland, Ct., 11 00
Pres. Church, Huntington, L. I., 9 60
Pres. Church, Sag Harbor, " 30 00
Con. Soc., S. Cornwall, Ct., 5 10
First Pres. Church, Hudson, N. Y., 72 57
May G. Leavitt, " " 25
Con. Church, Berlin, Ct., 17 29
South Ch., Andover, Mass., (Add'l) 2 00
Friends, Boston Str. Meth. E. Ch.,
Lynn, Mass., 5 00
Cong'l Soc'y, Wayland, 11 21
" " Lunenburg, 5 00
" " E. Long Meadow, 14 00
" " Lenox, 41 00
" " Hatfield, 83 10

\$1,601 86